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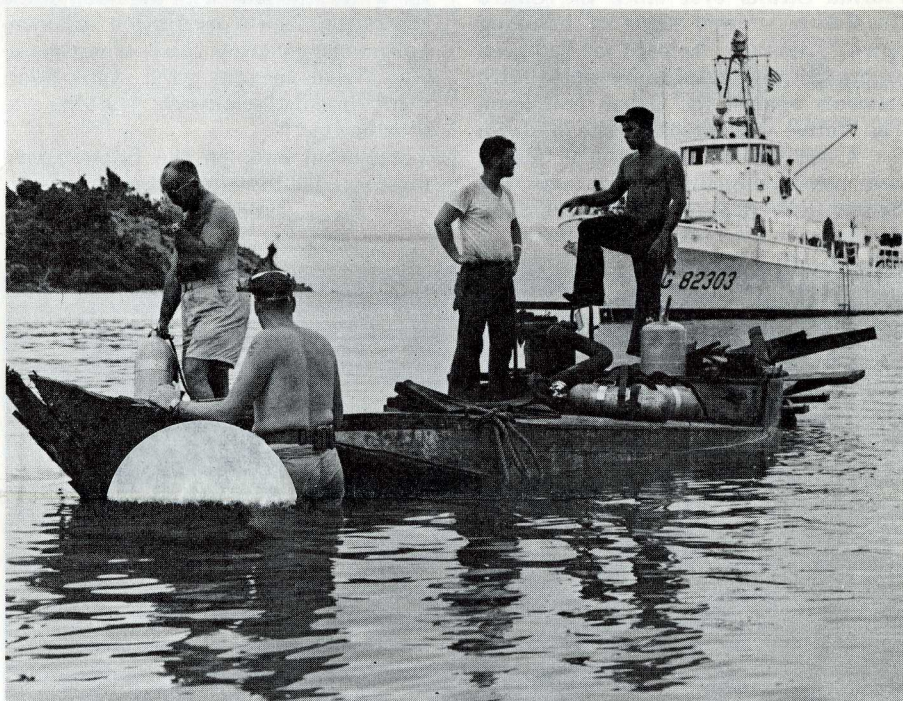
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MORE RESERVISTS GET RVN DUTY

A dark form rose from the steaming languid waters in the Gulf of Thailand. Closer it moved, its pallid yellow sail silhouetted against a green island jungle. A swift white cutter churned up foam in the gray-blue water as it maneuvered to intercept and challenge. On board the crew moved quickly to man their battle stations. Small arms cracked the silence of a misty tropical morning. Committed to their mission the antagonists converged.

"My God, they're gonna ram us!" cried a young Coast Guard seaman. "Commence firing!" came the order over the cutter's sound-powered talker. Machine guns sprayed the water into fountains. The small junk listed heavily from a massive portside hit. Chipped paint and glass covered the deck as bullets ricocheted off the cutter's bridge. The engagement became intense—the junk plowed on fanatically—collision seemed inevitable. Could that antiquated fishing boat be laden with explosives? Would the cutter be outmaneuvered to meet a sudden fiery disaster? Again the cutter's weapons cut the water into droplets. Fire broke out on board the junk as men and bodies fell into the sea. Its mast suddenly crashed, and its sail collapsed in flaming billows. The cutter turned to disengage—the junk was sinking quickly. This enemy was beaten, but he is not the last. As those before him, others will surely follow. On board, the cutter damage had been minor and all hands were safe. Yet in their minds this memory would never be removed.

"As you probably have heard by



SALVAGING A VC JUNK SUNK BY COAST GUARD—At Hon Heo, RVN, USCG 82-footer *POINT YOUNG* acts as support vessel for Coast Guard personnel working to raise the first VC junk that was sunk in the Gulf of Thailand by a Coast Guard patrol cutter. The 20-foot junk had attempted to ram the USCGC *POINT GLOVER*, which retaliated with machine gun and mortar fire that stopped and sank the junk.

now, things are getting a little hotter for us. The count so far is 3 Viet Cong junks and about 15 Viet Cong killed," writes Lieutenant Bill VERGE, a Reservist recalled for duty in Vietnam. "This doesn't seem like a significant figure until you compare it with the

previous results in this area. It was always suspected that there was activity in this area as to smuggling, etc., and now it is known for a fact through the hard work of the Coast Guard. In Area 9 (Viet-Nam is divided into 9 Naval

see VIETNAM on page 3

LAMAR AIDS CUBAN EXODUS

The Coast Guard Cutter LAMAR, recently commissioned (see *RESERVIST*, Nov. 1965) as a Reserve Training Vessel, has participated in one of the most moving dramas of our time—the Cuban Exodus, 1965. Her officers and men saw first hand a story of disenchantment, of ideals betrayed, and of a longing for liberty such as only the oppressed can know: Cuban refugees, desperately running from tyranny in search of man's right to freedom.

For more than three weeks, Operation Exodus had been absorbing a large part of the Coast Guard's men, ships and planes in Southern Florida. What had begun as a small trickle of refugees had risen to a flood. During recent weeks, the squally, treacherous waters of the Straits had been filled with small craft, shuttling between Camarioca and the Florida keys. More refugees had come into Key West in the past several weeks than in the entire previous year.

To the Coast Guard, the patrol operation in the Straits was not a new job. Its Cuban Patrol had been active in the Florida Straits ever since the Castro Revolution showed signs of breaking down. Originally, its main job had been to prevent sneak raids by anti-Castro elements against the Cuban mainland. The Patrol was also there to perform the Coast Guard's traditional search and rescue function. This was not limited to the Cuban refugee traffic but

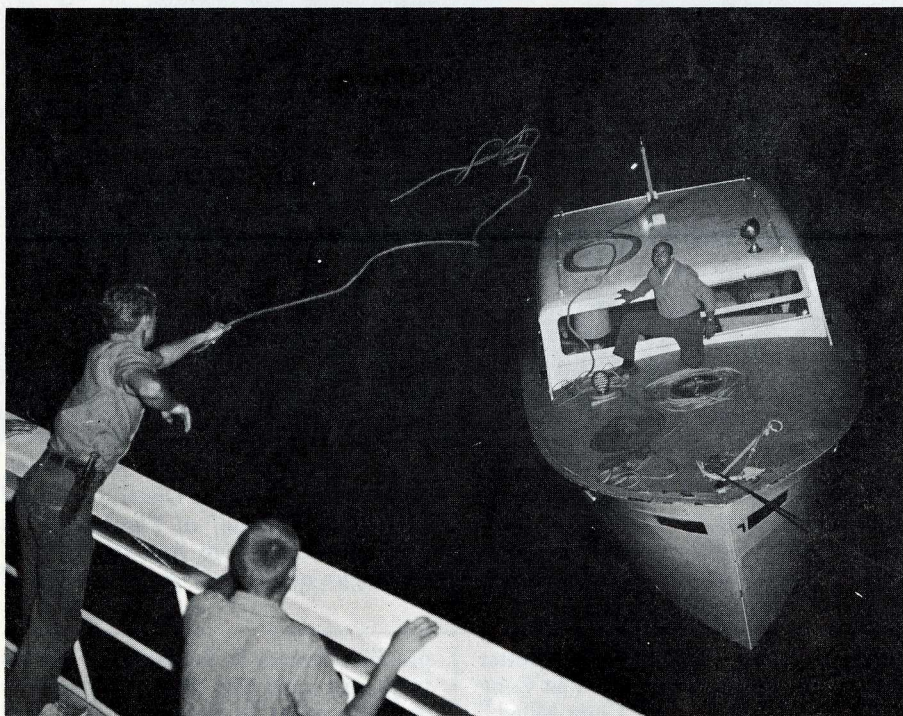
extended to all distress in the waters of southern Florida.

Now a new chapter in the tragic story was in the making. It had started in the last week of September when the Cuban premier, Fidel Castro, had dramatically announced a relaxation in his government's official policy on emigration from Cuba.

Why had Castro made so grand a gesture? Admittedly, guessing at Castro's motives is a tricky business. Perhaps he intended to make this one of his propaganda ploys, to restore some of his tarnished respectability before the world, particularly before the Organization of American States. Or perhaps his offer was designed to put the United States on the horns of a dilemma. If we refused, or appeared to be reluctant to absorb the refugees, we would appear before the world as turning our backs on our traditional policy of extending asylum to all genuinely seeking it. This would be an extremely damaging position for the United States to assume. To many people throughout the world, the lady with the lamp at the entrance to New York Harbor still symbolizes the generous spirit of our country: "Give us your tired, your poor, your huddled masses yearning to breathe free."

Yet what haunted the Coast Guard most was the thought that a disorderly,

see EXODUS on page 4



NIGHT-TIME DISTRESS—Night-time distress cases were frequent during the small boat exodus from Cuba. In its operational duties in the Florida Straits, the USCGC LAMAR towed many of these boats back to Key West.

LIGHTS GO OUT DINNER GOES ON

During the Great Northeast Black-out, a phenomenon called impossible, the Commandant, the Commander, Third Coast Guard District and many Regular and Reserve luminaries honored Mr. James A. Reed, former Assistant Secretary of the Treasury in charge of Coast Guard, and Captain Walter K. HANDY, Jr., at the annual dinner of the New York Coast Guard Chapter, Reserve Officers Association.

Although many guests arrived expecting to have cold dinner by candlelight, or worse, none at all, they quickly found that all was in normal order. The New York Naval Shipyard, Brooklyn, has its own emergency power systems and was one of the few places in the city with power and lights. Mr. Reed received the Chapter's Citation of Appreciation in recognition of his "bringing new life, vitality, and direction to the United States Coast Guard and its Reserve component while serving as Assistant Secretary of the Treasury."

Captain Handy, a Reservist and Mobilization Planning Officer in the Office of the Secretary of the Treasury, received a gold honorary life membership from the New York Coast Guard Chapter. Captain Handy was instrumental in organizing and planning the campaign for the first appropriation for the Coast Guard Reserve.

The Honorable True Davis, of St. Joseph, Missouri, who succeeded Mr. Reed as Assistant Secretary of the Treasury in charge of Coast Guard, last September, attended the dinner.

Other guests included Rear Admiral Charles TIGHE, Chief of the Office of Reserve, Coast Guard Headquarters, Washington, D. C.; Captain George I. GARNER, Chief of the Reserve Division, Third Coast Guard District, New York; Colonel John T. CARLTON, Executive Director of the Reserve Officers Association; and RADM Alexander JACKSON, Director of Naval Affairs for ROA.

Despite the darkness all around, the dinner with its high ranking guests was a glamorous and bright affair.

War College Seminar Set

The National War College Defense Strategy Seminar will be conducted in Washington, D. C., 20 June through 1 July 1966. Applications must be submitted in time to reach the Commandant (RT) not later than 1 April 1966.

This seminar is limited to experienced officers who qualify under the guidelines provided in Section VI of COMDTINST 1571.2B.



CONTRABAND—C. O. of the USCGC *POINT GLOVER* shows the rifles and ammunition recovered from a VC junk which his vessel sank. These are mementos of the first engagement at sea of an American unit in the Coastal Surveillance Force off South Vietnam.

VIETNAM—continued from page 1

Areas), the WPB's account for a majority of all boardings in the whole area. Area 9 covers from the Cambodian Border to the southern tip of Viet-Nam. It is quite a chunk of water to patrol. In addition to boardings we provide naval gunfire support for the friendly forces in the area. One must understand this area to get the full import of these missions. Area 9 is under Viet Cong control and has been so for years and years."

"There are only a handful of cities or villages on the mainland or islands that we can say are secure. Between these villages we have Special Forces outposts scattered around. Each of these is isolated in Viet Cong territory, so when they come under attack, they are glad to see the good old WPB come in to help. We also supplement the Junk Force as well. In addition we fire from time to time on known Viet Cong positions through the use of an airplane spotter. All of this keeps us real busy."

In his letter, Lieutenant Verge listed the following as suggestions for training personnel for duty similar to that in Viet-Nam:

GUNNERY: Know the .50 cal. machine gun in and out. Know the .45 cal. pistol, Thompson machine gun, M-60, .81mm mortar, grenades and flares.

Know how to fire at a target using point of aim or other similar methods.

DRILLS: General Quarters and how to set the ship; Fire Fighting; Damage Control; Flashing Light; Flag Hoists; Proper Boarding Procedures, and Radio Procedures (of this LTJG VERGE says he can't stress enough). "It must be in accordance with the book. Short communications and effective ones are a matter of life and death," he said. **GENERAL:** Officers should be intimately familiar with piloting procedures and radar navigation. Naval manuals should be a part of everyone's training, and the Naval system of command should be well known (Task Groups, Task Forces, etc.).

Although a general mobilization of the Reserve for RVN duty is not expected, many more Reservists will be serving there. The following active duty Reservists are now assigned to Squadron One in Viet-Nam: Lieutenants, junior grade: W. C. VERGE (the only volunteer recalled from home for this duty), J. E. COOLEY, C. H. SMOKE, G. BARTON, J. A. DOUKAS, S. A. LESSER, J. W. LOCKWOOD, N. C. RICHARDS, T. A. JORDON, Ensigns D. A. ANDERSON, R. BELL, D. A. BERQUIST, G. W. CHILDERS, V. E. DUMAIS, M. J. FOUST, R. H. GEERS, G. V. HECKLER, D. G. KIRK, R. C. LAMBERT, J. A. MASON, T. J. McKERR, L. W. MEYER, T. M. NUTTING, M. L. ROTHCHILD, D. H. SCHMIDT, J. P. SPENCER, G. C. THEMLING, L. K. THOMAS, J. W. WINSLOW, E. P. BANCROFT, J. B. O'HEERON, E. L. BERNEGGER, L. B. BLAKEY, N. J. MARKLE, J. R. NORMAN, C. L. RHINARD, J. A. SINCICH, and J. R. WEST.



WAESCHE AWARD WON BY 11th—The Commandant presents a certificate as the Chief of Reserve awards a plaque to RADM N. W. SPROW, USCG, Commander, 11th CG District. The annual Russell R. Waesche Award was won by the 11th District for excellence in its Reserve program.



SPAR 23rd ANNIVERSARY—Candle blowing ceremonies in the 3rd CG District office highlighted the 23rd Anniversary of the SPARs. The four enlisted SPARs are part of a group of 21 young ladies who entered the Coast Guard Reserve last January in a special national pilot program. After completing "boot camp" at the Naval Training Center, Bainbridge, Md., the new SPARs attended yeoman and storekeeper schools at the Coast Guard Training Center, Groton, Conn. They are now finishing their one-year active duty enlistments at various Headquarters' units and district offices throughout the country.

Officer Promotion Boards

The July-August 1965 edition of the *RESERVIST* published the promotion zones for all officer grades to and including that of captain. Selection boards were convened for all these grades during October and November of 1965 with the exception of the board to consider officers for promotion to captain.

The Commandant has now established 7 March 1966 as the date on which a board will be convened to select eligible commanders for promotion to the permanent grade of captain. For reasons pointed out in the July-August 1965 *RESERVIST*, the number of vacancies continues to be insufficient to permit the selection of all officers in the zone. However, through normal attrition and Retention Board action, some vacancies will be created during 1966 which will permit a small number of eligible commanders to be considered for promotion. The junior commander in the zone of promotion is CDR James W. BICKFORD 38002, USCGR, whose date of rank is 1 September 1961.

The lists of those officers selected for promotion by the boards will be published in future editions of the *RESERVIST*.

Tact is the ability to make people feel at home—when you wish they were.

TWICE A HERO

The Siuslaw River Bar is a treacherous strip of boiling foam and sand near Florence, Oregon. It has a lengthy history as a graveyard for ships and pleasure boats. Most Northwest skippers know it as the "private property" of a diligent group of Coast Guard surfmen.

One of these Coast Guardsmen, Reserve Seaman Richard BOSWELL, performs his duties at Siuslaw River Station in the best tradition of the Service. In late summer, he and the crew of a 36-footer rescued two aged sailors from the watery grip of the Siuslaw Bar. They had been thrown into the surf when 12-foot breakers capsized their boat. This brave action earned BOSWELL the Coast Guard Commendation Medal, but this was just a beginning.

Only a month later, Seaman BOSWELL was cited for heroism in serving as a coxswain of his 36-foot boat engaged in another Siuslaw Bar rescue. That time, the charter boat BELUGA capsized and BOSWELL's small boat defied the pounding breakers to rescue seven of the survivors. This earned him the Coast Guard Medal.

BOSWELL is a Reservist on his initial active duty tour; he is upholding a respected Coast Guard watchword, "You have to go out, but you don't have to come back!"

EXODUS—continued from page 2

chaotic mass exodus by water could create a situation of extreme danger in the Florida Straits. Most of the boats used for the crossing were utterly unsuited to the open sea, especially to so dangerous a body of water as the Straits. Then, too, the Straits covered a large area and even the most dedicated surveillance would present an almost impossible task for the Coast Guard's already overworked air and surface units. As it was, the Cuban Patrol was absorbing much of the Coast Guard's energies in southern Florida. But this new situation had trouble written all over it. Any heavy loss of life in the course of the mass movement would create not only untold human tragedy, but would reflect adversely upon this country. There was no alternative but to throw everything into the effort to prevent the exodus from turning into a disaster.

The LAMAR had just been placed into service at Curtis Bay, Md. She had a new commanding officer and crew, almost half of which were Reservists on active duty for training. She was on her maiden voyage to San Francisco, California, when called upon to join the Cuban Patrol. The waters off Florida were unfamiliar and there were many

new tasks. Yet, surprisingly, nobody complained. No one was overjoyed at the prospect of working long hours with little sleep, but they had a job to do, and as long as the people out there needed them, they were prepared to help. This was no bravado or false sentiment. It was a coolly professional attitude. Nevertheless, as human beings, they realized how much depended on them.

What the Coast Guard was facing was another gigantic improvisation to meet a situation which had developed suddenly. Somehow, they were meeting the emergency successfully, but at a terrific price in wear and tear on men and machines. Unfortunately, that was the name of the game. The men and machines were there for just such an emergency.

On a particular morning, a refugee boat had come alongside. Like so many others, it seemed pathetically inadequate for what was demanded of it. It was open except for a flimsy canvas awning to protect occupants against the fierce sun. She bore the unlikely name KAR 54, and her crew consisted of two haggard men, aged 34 and 24. The older man was short, stocky and deeply tanned. The other was thin and sallow under his sunburn. They had been adrift for several days, subsisting on sugared waters and crackers which they dipped in the water.

They had started from Tampa, Florida, for Camarioca, the Cuban port of exit. The older man was on his way to pick up his sons, aged 14 and 15, whom he had not seen for seven years. Apparently, he hadn't heard of Castro's edict, prohibiting the migration of all males between the ages of 14 and 27. Their motor had broken down about halfway to Cuba and they had been drifting alone at sea. The younger man was on his way to Camarioca to pick up two sisters. They weren't going to make it this trip.

The ship's mechanic went down into the boat to see what could be done about repairing the motor. After working about 15 minutes on the bobbing water, his efforts were successful and the outboard stuttered to life. A decision was made to escort the boat back to Key West with the Cutter LAMAR. The LAMAR escorted the Cuban boat until it came within range of the Coast Guard's 95-footers who in turn brought it in close to shore where a 40-footer took it into Key West. This was the emergency procedure which had been worked out, and it was functioning very well. Both the Coast Guard station at Key West and the District Commander at Miami were immediately informed of any pickup made in the course of the Patrol. This meant that both areas were

constantly alerted to developments in the Straits.

In another incident, a boat was sighted about 30 miles out of Camarioca bound north for the Florida Keys. She was about 30 feet in length and carried eight men, seven women and two very young children, less than a year old. One of the children was a handsome little blonde boy with a pacifier in his mouth. He was being held in his father's arms and was obviously enjoying the boat ride. Some day his parents would tell him of this moment of anguish. The other child was in the arms of an older woman, possibly a grandmother. Beside her was a fine looking, middle-aged man with greying hair. The older woman holding the child looked up imploringly, her eyes pleading for help. There could be no refusing that plea.

Again the LAMAR was to tow the refugee boat to Key West. But before the towing operation began, the women were transferred by small boat to the LAMAR. As the transfer was being made, one of them began to cry quietly.

A member of LAMAR's crew recalls, "As I watched the weeping women, I began to understand the meaning of exile. Suppose I were the man on that small boat, heading towards a strange land whose language I couldn't speak, and whose customs were alien to me? What would I do? How would I live, especially if I were penniless and no longer young? I understood why the woman wept. Perhaps she was weeping for herself as much as for the others."

For more than a month, the LAMAR performed similar tasks as an operating unit of the Seventh Coast Guard District. She has now crossed the Panama Canal and arrived at her homeport in California. In a message to this ship, the Commander, Seventh Coast Guard District, put it this way:

"You arrived a fledgling and depart with the well-earned accolade of a 'cando' unit in the operating forces of the Coast Guard. To all hands my thanks and smooth sailing in your important primary mission of Reserve training."

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